

THE SAILOR'S MAGAZINE.

VOL. 24.

SEPTEMBER, 1851.

No. 1.

Miscellaneous.

From the New Monthly Magazine.

A New Chapter in the History of Napoleon Bonaparte.

NAPOLEON AT ROCHEFORT.

"The emperor," says Besson, "arrived at Rochefort early in the morning of the 3d of July. I was at that time a lieutenant attached to the general staff of the marine. As I easily perceived that the commander of the two frigates, which the provisional government had placed at the disposal of the emperor, manifested very little inclination to compromise himself, in order to perform a sacred duty—that is, to risk every thing, even his life, to save his Majesty from his enemies—I quickly conceived the plan of taking his place, and making an offer to the emperor to convey him to the United States, on board one of the vessels belonging to my father-in-law, which had been consigned to me at the beginning of the year 1815.* I was therefore, obliged to communicate the whole plan to my wife, and her reply fully answered my expectations. 'The emperor,' she immediately said, 'is placed in such a situation, that it would be the highest honor for any one to

deliver him from it. Offer him the best sailer among my father's three ships, and take the command of it yourself, if his Majesty wishes it. As for me, do not make yourself uneasy on my account, though I know very well that every means will be taken to annoy me. I am ready rather to suffer anything, than to hinder you from performing so great an action.'

"I accordingly waited, without delay, on Marshall Bertrand, to whom I was previously known, and communicated my plan to him. The very same evening I was presented to the emperor, who acceded to my project, after having made some unimportant modifications. Upon this, I immediately concluded a simulated contract respecting the cargo, with Count Las Cases. I demanded no reward for the owners, beyond the repayment of the expense of the expedition. M de Bonnefoix, maritime prefect of the fifth arrondissement, likewise gave his consent; and I received from that honorable officer, whose conduct in the whole affair was as noble and generous as every other action of his life, an official order implicitly to follow the will of the emperor; to convey him, if he desired it, to the United States,

* Besson had married a wealthy Danish Lady.

and then to return to France, to render an account of my mission.

"My hastily prepared project consisted of the following particulars;—

"The Magdalena yacht, under Danish colors, which was built at Kiel in 1812, to act against the English cruisers in the Baltic, was to take on board a cargo of brandy consigned to America. She was to be furnished with two charter parties, one for Kiel, the other for New York. Five empty casks, lined with mattresses, were placed in the hold, between two rows of hogsheads of brandy, to conceal five persons in case the vessel should be searched. In the cabin, below the English fire-place, there was a trap-door which communicated with the above place in the hold, which was furnished with sufficient provisions for five days. Fresh air was conveyed to the casks, by very carefully concealed pipes, which issued under the beds in the cabin. Thus fitted out, the ship was to proceed to the island of Aix, and there cast anchor among the small vessels which were waiting at that port to put to sea. There the necessary effects for the passengers were to be put on board, twenty-four hours previous to their own embarkation, and when every thing was arranged the yacht was to sail, and proceed from the Perthuis Breton, between the continent and the island, and then to go to the island of Noirmoutier, and thence to Ushant, whence she was to sail for the high seas.

"By taking this direction it was almost impossible not to succeed; for the English were at that time off the Gironde and the entrance of the Perthuis d'Antioche, that is to say, precisely on the opposite side. This was in fact proved in the sequel; for the Magdalena really took that course with perfect safety, only one day before the unhappy embarkation of the emperor on board the Bellerophon, and did not meet with a single enemy's cruiser on her whole voyage.

"As soon as the plan so arranged had been finally accepted, Marshal Bertrand gave orders to Count Las Cases, to hasten everything that was still necessary for the execution.

Messrs. Roy, Bre, and Co., of Rochefort, were appointed to load the vessel, and to furnish the necessary papers. I took everything else upon myself; and the better to avoid exciting suspicion, I disguised myself as the captain of a merchantman from the north (*capitaine du nord*). The success was complete; for General Becher did not discover that I belonged to the French navy till Napoleon went on board the Bellerophon, and it was on this occasion that he said to me, 'I am sorry, captain, that you have so seriously compromised yourself by your zeal; your plan, I must confess, deserved a better fate.'

"So much activity was manifested in the preparations, that I left Rochefort early on the 6th of July, for Marrennes, in order to receive the brandy necessary for the cargo of the Magdalena. On the 10th I proceeded to the island of Aix, where I learnt that the emperor was on board the Saale, and that he was wholly abandoned by Captain Philibert, the commander of that frigate, who declared to him, that the presence of an English ship off the entrance of the Perthuis d'Antioche, was an insuperable obstacle to his Majesty's departure, as he, Captain Philibert, had the strictest orders not to expose himself and his crew to the danger of an uncertain encounter, in order to secure the personal safety of the emperor. Captain Pornee, commander of the Medusa frigate, behaved in a very different manner. That brave officer offered to the emperor to take him on board his vessel, and either secure his safe retreat, or to die with him; adding, that he might indeed be sunk, but that he pledged his sword of honor never to surrender. This generous offer had no better fate than mine, as will be seen in the sequel; and the only motive which deterred the emperor, was his repugnance to expose those who followed him to such an uncertain fate.

"The emperor hereupon left the Saale frigate at nine o'clock P. M.

"I was summoned the same evening to the emperor, who received me with great kindness; and desired me immediately to embark all his effects

and those of his suite. I accordingly commenced at ten o'clock, and at midnight all was ready, so that nothing remained to be done except taking the passengers on board. I must here mention a circumstance which had nearly cost me my life. All the points of the island were well guarded, and particularly that part opposite to which the Magdalena lay at anchor. I had selected a spot for our embarkation which was about fifty paces distant from a marine post, and in order to prevent any mistake, I had requested Count Bertrand to give notice to the commander of the post, to pay no attention to the noise which he might hear, between ten and twelve o'clock that night. Being convinced that we might now commence our operations without being disturbed, we all proceeded to work, but we had scarcely embarked a small part of the luggage when a fire of musketry was directed at us, which unfortunately took effect, broke the arm of one of my Danes, who was standing next me, and riddled our boat like a sieve. I instantly leaped on shore, at the risk of being shot, and hastened to the post, where I soon set matters to rights. Nobody there had received any notice, but the brave soldiers, who heard us speaking German, mistook it for English, and fired at us accordingly.

"A little before midnight, I repaired to the emperor, and informed him that all was ready and the wind favourable.

His Majesty replied, that it was impossible to depart that night, because he expected King Joseph. 'Go down,' he added, 'and take some supper with Bertrand. He will communicate to you a new project; give him your opinion of it, and then come back to me.'

"The emperor manifested great composure, yet he seemed to be thoughtful. I mention this circumstance only to contradict the publications of the day, which universally affirm that Napoleon was asleep almost the whole time that he was in Rochefort and was so cast down by his situation, that he was unable to determine on the adoption of any plan. On the contrary, I did not find him in the least cast down or agitated; he frequently,

as usual, had recourse to his snuff-box, and at the same time listened very attentively to all that was said to him, but he appeared to me to look with too much indifference on the tragical complexity of his situation. 'How unfortunate, sire,' said I, 'that you cannot depart to-day. The Rades des Basques are free from enemies; the Perthus Breton is open, who knows if they will be so to-morrow? These words were unhappily prophetic. *Even on the 12th the English knew nothing of the emperor's arrival at Rochefort*, which was first made known to them by the visit of the Duke de Savary and Count Las Cases on board the Bellerophon. This will indisputably prove that they had remained, up to that time at the entrance of the Gironde and of the Perthus d'Antioche, in order to prevent every attempt to escape, which might be made by the frigates which were at anchor in the road of the isle of Aix. On the same evening, however, that the above mentioned nobleman communicated the emperor's arrival, the *Bellerophon came immediately at anchor in the Rades des Basques*, which was unquestionable the proper position for simultaneously guarding both entrances.

"I left the emperor, and went down into the cabin to Count Bertrand, who told me that some young officers, at whose head was one Gentil, a lieutenant in the navy, had come to propose to the emperor, to embark him on board a sloop (*chaloupe pontée*), from Rochelle, and to convey him in it to the entrance of the Riviere de Bourdeaux, passing the Straits of Monmousson, where an American vessel was at anchor, in which the emperor could obtain a passage to America, or, of which he might take possession in the event of a refusal. There were, in fact, several American vessels off Royant, which General L'Allemand visited, and the captains of which had offered their services to his Majesty.

"As I was well acquainted with the brave young men who had made this offer, and whose names deserve to be handed down to posterity.* I

* They were Messieurs Dovet, enseigne de vaisseau, Knight of the Legion of Honor—a

told the marshal that I was convinced. Heaven itself pointed out to his Majesty a safe means of escape, but that it must be taken advantage of immediately, since every circumstance appeared to combine to ensure success.

"What do you mean by this?" inquired the marshal, in astonishment.

"I will explain myself," replied I, 'the two sloops of Rochelle are excellent sailers, better undoubtedly, than the English cruisers. They must be sent, one through the Strait of Monmousson, and the other through the Perthuis d'Antioche, and persons and effects belonging to the emperor must be embarked on board both the vessels, but so that the crew themselves might not be aware who was on board the other sloop. Nothing more,' I continued, 'will then be necessary, except giving private orders to the commanders of the two light vessels, separately, to put themselves in the way of the English cruisers, to suffer themselves to be chased by them, and to draw them away as far as possible; and that a report should be secretly spread at Rochefort, that Napoleon had embarked on board one of the sloops, so that the crew of each sloop might believe that the emperor was on board the other. As soon as this plan was matured, and the report properly spread abroad, the sloops might sail the next evening, while the emperor would accompany me on the following morning, when he would have two more chances of happily effecting his escape. It is the more necessary, I expressly added; 'to take advantage of all these favorable circumstances, with the least possible delay, as it is highly probable that the enemy, who is now under sail off the entrance of the Perthuis d'Antioche, is still ignorant of the emperor's presence, for if he were aware of it, he would unquestionably not fail to take up a position in the Rades des Basques, whence he would be able to watch both the Perthuis.'

"The marshal seemed to be of the

young man of very enterprising spirit, devoted to the emperor; Conde, an aspirant of the first class, worthy in every sense to tread in the footsteps of his brave father—the commandant Conde; and Gentil, one of the most resolute officers, who took part in the whole Spanish war, among the *Marins de la Garde*.

same opinion as myself, and as he was anxious to acquaint the emperor with the proposition without delay, he requested me to accompany him.

"We found Napoleon resting his elbow on a beautiful vermilion seat, which had been presented to him by his consort, Maria Louisa, and which as his Majesty wished to retain it till the last moment, was almost the only article of furniture which was not yet embarked. The emperor raised his head, and said, with an expression of good humor: 'Eh bien, Bertrand, que vous en dit le Capitaine Besson?'

"After Bertrand had made him acquainted with all that I had said, the emperor manifested his entire approbation of my plan, and immediately ordered the remaining effects belonging to his suite, and a quantity of provisions, to be put on board these sloops, and desired that a report should be circulated that it was his intention to embark on board of one of these, and then to despatch both of them shortly before his own departure. He added 'Je suis a present decide a partir avec vous, capitaine, dans la nuit du 13 ou 14.'

"I foresaw, with the deepest regret, that this fresh delay would render all our efforts abortive, and I even ventured to express my apprehensions, but without effect.

"On the 11th-12th, the sloops were further fitted out, and early on the 13th they set sail, with full instructions as had been agreed upon. This they effected without impediment, although the Bellerophon, in consequence of the visit of the Duke de Savary and Count Las Cases, had already taken up her new position in the Rades des Basques, on the evening of the 12th.

"At break of day on the 13th, M. Marceand came on board, and entrusted to me a leathern belt filled with gold coin, to meet the emperor's expenses, and, at the same time, he gave me an order from his Majesty to repair to him forthwith. It appeared to me that the little gold which the emperor intended to take with him, had been divided, and that M. Marchand had consigned a small portion to the care of every individual who was to embark with his Majesty.

"At seven o'clock, I repaired to the emperor, whom I found ready dressed, and pacing up and down in his room. 'Ah, vous voilà!' he exclaimed, as I entered, '*les chaloupes sont parties à ce soir donc—le sort en est jeté.*' He then inquired, whether I was certain that I was acquainted with the whole coast, while he, at the same time, pointed with his finger to the island of Aix, &c., in the chart of Poitou, which lay upon the table. As I was about to reply, M. Marchand entered and whispered to the emperor, upon which I was suddenly dismissed. On retiring I met a person whom I had never seen here before, and who I afterwards learned was King Joseph.

The whole day was passed in making every arrangement for our voyage as perfect as possible, and when evening set in, I was informed that the gentleman whom the emperor had lately sent to the Bellerophon, had just returned. There is not the slightest doubt, but that it was only on this day, that certain persons belonging to the suit of Napoleon, apprehensive lest they might be taken prisoners with him, on board my yacht, had definitively influenced him to enter into serious negotiations with Captain Maitland, whose answer had just arrived, but of which, at that time, I had not the slightest suspicion.

"On the contrary, when his Majesty again summoned me, as soon as it was dark, I experienced the greatest delight in the anticipation that my wishes were approaching their goal.

"On entering, I found General Savary, Count Las Cases, Count Montholon, and another person, who was a stranger to me, in the saloon.

"'Captain,' said the emperor, addressing me, 'you must immediately return to your yacht, and cause my effects to be disembarked. I sincerely thank you for all your good intentions towards me. Had the object been the deliverance of an oppressed people, as was my intention on quitting the island of Elba, I should not have lost a moment in confiding myself to your care; but as the sole question now hinges upon my personal welfare, I will not expose those who have remained faithful to me and to my in-

terests, to any dangers, which, to say the least, are useless. I have resolved to go to England, and to-morrow I shall embark in the Bellerophon.'

"Had I been struck to the ground by a flash of lightning from a serene sky, I could not have experienced a more fearful sensation than that which was produced by these last words. I felt the blood forsake my cheeks, the tears gushed from my eyes, and for some moments I had no power of utterance. It was as clear to me as the light of heaven, that the emperor was fearfully mistaken in his chivalrous ideas of the magnanimity of the British government, and a thousand anxious forebodings filled my breast; for I had been myself, at different periods, during the space of five long years, the victim of this government, whose good faith has ever been on a par with the Punic.* Hence it is not to be wondered at, that I clearly foresaw the issue.

"'To England, sire,' I at length exclaimed, in a half-suffocated voice, 'to England! Then you are undone. The Tower of London will be your residence, and you may think yourself happy if nothing worse befalls you. What! your Majesty will deliver yourself up, bound hand and foot to that perfidious cabinet, which will rejoice at being able to destroy him, who so deeply wounded it to the very heart's core, and threatened its entire existence with destruction. You are the only person whom it has to fear, and will you voluntarily give yourself up to it without any necessity? Sire—'

"God knows what I might still have added in my despair, had not General Savary, who was in one corner of the saloon, interrupted me with his sonorous voice, and harshly imposed silence.

"'Captain,' he exclaimed, 'you take too much upon yourself! Do not entirely forget in whose presence you are!'

"'Oh laissez le parler,' said the emperor, with a sorrowful look, which went to my heart; but I soon perceived, when I had in some measure

* Captain Besson was twice a prisoner on the frightful English pontons. His escape was very romantic, and his aversion for the English may be pardonable.

recovered myself, how useless any further attempt would be.

"'Pardon, sire,' I continued, 'if I have said too much; but I am as completely stunned by your decision as if I had been struck by a thunderbolt; and I am only able to entreat your Majesty's indulgence. As for your grace,' I added, turning to the duke, 'I request you, at least, to order the port not to fire at me again to-night, for it would be too hard a fate to be struck down by a French bullet while compelled to land effects, to disembark which in America, I would have sacrificed my life ten times over.'

"'Go, captain,' said the emperor mildly, 'and make yourself easy. When you have finished your business come again to me.'

"I did as I was commanded, though in the most desponding spirit; and at nine o'clock in the evening of the 14th of July, all was completed; on which I immediately returned to inform the emperor. I found him alone with M. Marchand, who might well be called fidelity personified, and whose obligingness to me never wearied. Without his assistance I should, perhaps, never have had access to the emperor; for the spirit of intrigue had already taken as firm footing in the island of Aix, as it had formerly done in the Tuileries. I will mention only one instance. The persons who were appointed to embark with the emperor on board the *Magdalena*, were Marshal Bertrand, Count Las Cases, and General Montholon. The two latter were very little compromised with the government of the king, and had, therefore, nothing to fear, whereas, General L'Allemand was already condemned to death. Yet, that meritorious general could never succeed in laying his claim before the emperor. Being constantly impeded in every possible way, he at length requested me to allow him to mix with my crew, in the disguise of a sailor, and thus to save his life.

"As soon as the emperor saw me enter he came up to me, and said, 'Captain, I again thank you. As soon as you have settled everything here, come and join me in England. I shall, undoubtedly, when I am there,'

he added, with a smile, 'still have need of a man of your character.'

"'Ah! sire,' I replied, much affected, 'why dare I not cherish the slightest hope that a day will come when I may be summoned to obey so flattering a command.'

"Unable any longer to suppress my feelings, I was about hastily to retire, when the emperor made me a sign to stop, and sent Marchand out to fetch Marshal Bertrand; he then selected from among some arms for his private use, which stood in a corner of the room, a valuable double-barrelled gun, which he had long used in the chase, and presenting it to me, said, with much emotion,—

"'Je n'is plus rien dans ce moment, a vous offrir, mon ami, que cette arme.—Veuillez l'accepter comme un souvenir de moi?'

"This present, which is so invaluable dear to me, and the inexpressably benign manner in which it was made, induced me, as I was alone with the emperor, to make, almost involuntarily, a last attempt. I threw myself at his feet, and conjured him with tears, by everything which the most melancholy conviction suggested to me, not to give himself up to the English, for that as yet nothing was lost, and I promised to have all his things again on board within two hours, when he might immediately follow, and we might set sail without delay. Nothing was wanting but his decision—his command. Alas! all was in vain.

"'Well, sire,' I exclaimed, rising, but the marshal, who had entered in the meantime, interrupted me.

"'Captain, cease your useless endeavors,' he exclaimed, impatiently; 'your zeal is laudable, your conduct noble, but his Majesty *cannot now draw back*.'

"'It was perhaps so, and I suppressed the words which were still upon my lips. I said, 'nothing now remains for me, but to take leave of your Majesty, and to depart in the same yacht, sire, which was intended for your Majesty. I shall follow the precise route which you have approved, and time, I fear, will too soon show your Majesty which of the two projects was the safest.'

"Struck to the heart, I retired, and went on board my ship. It was ten o'clock at night; I immediately had the anchor weighed, and sailed with a brisk east wind. I was not in any way molested, and at day-break, reached the entrance of the Perthuis Breton, where I mixed with coasting vessels.

"It is necessary to observe that the emperor did not embark in the *Epervier* till five o'clock in the morning of the 15th, and arrived on board the *Bellerophon* at nine o'clock, A.M.

"I had, therefore, long before continued my voyage unobserved, in company with the coasting vessels, and it was not till I found myself off the *Sables d'Olonnes* that I took leave of my captain, who sailing to Ushant and Kiel, through the English Channel, and arrived safely twenty days afterwards, without having been visited by a single English cruiser, or, as I observed before, being in any wise molested. I then returned with one of the coasting vessels to Rochefort, where I waited on the marine prefect to receive his orders. He told me that, at the desire of the emperor, he had kept back, till the last moment, two chests of plate, which he was to deliver to Madame Besson, in case the emperor had sailed with me. As his Majesty, however, had taken an opposite step, he had deemed it his duty to send these chests, with some others which his Majesty had intrusted to him, on board the *Bellerophon*. In fact the sale of these very chests of plate, served to supply the emperor's most urgent wants at St. Helena, but I myself was very far from having any notion that his Majesty would have carried his intention so far, as to think of the fate of my wife, in case my project had been carried into execution.

"My next interview with Madame Besson was a melancholy one indeed. It was long before either of us could find words to give vent to our profound affliction. The unhappy resolution taken by the emperor destroyed him for ever; but my fate, also, was inevitably marked out. I felt assured that I must become the victim of my voluntary action, and so it proved ere long. Dismissed as unworthy of serv-

ing the new government, I was compelled to fly from my county, and to leave my wife alone at Rochefort. In consequence of the agitations of the last few days, she became extremely ill, and she was long exposed to all kinds of annoyances; indeed, the police completely persecuted her, and drove her to Bordeaux. She at length found an opportunity of embarking for Kiel, where we met again, for the first time, in December, 1816. Since that mournful period, I have been wandering in foreign lands, nor have I ventured to approach the coast of France, except in the year 1826, when his highness, the Viceroy of Egypt, sent me to Marseilles to arm the ships of war which General Livron had caused to be built there for his highness. My connexion with Egypt takes its date from that time. Mehemet Ali has most generously rewarded my service; and I shall esteem myself happy if my activity, my good-will, and sincere regard for the extraordinary man to whom providence has conducted me, may contribute to render me more and more worthy of his benefits.*"

Progress of the Anglo-Saxon Race.

By a fortunate coincidence, the general total of the American census taken last year has just been received, and we are enabled, in conjunction with the returns made on the 31st of March for this country, to measure the absolute progress of the Anglo-saxon race in its two grand divisions, and to compare the laws of their respective growths in relation to each other and the rest of the world. It is estimated, including Ireland and the colonies, that there is a grand total of men speaking the same language, and manifesting the same general tendencies of civilization of 56,000,000, from which is to be deducted the three million of negro slaves in the United

* Eight months after this was written, on my return from a difficult and dangerous journey in the deserts of Africa, I found that Besson, whom I had left in the full vigor of life, was already in his grave. His manuscript alone remains with me, as a guarantee for the authenticity of the fragment here communicated, of his life, which in many other respects was extremely remarkable.—*Prince Puckler Muskau.*

States, leaving a remainder of fifty three millions, chiefly of Anglo-Saxon descent, and deeply impregnated with its sturdy qualities of heart and brain, as the representative of this advancing stock.

Two centuries ago there were not quite three millions of this race on the face of the earth. There are a million more persons of Magyar descent, speaking the Magyar language, at the present moment in Europe than there were in Europe and America of this conquering and colonising people in the time of Cromwell. How vain, then for men to talk of the political necessity for absorbing small races! Sixty years ago the Anglo-Saxon race did not exceed 17,000,000 in Europe and America. At that time it was not numerically stronger than the Poles. Thirty years ago it counted only thirty-four millions; being altogether only three millions and a fraction more than the population of France at that time, and considerably less than the Teutonic population of Central Europe.

In 1851 it is ahead of every civilized race in the world. Of races lying within the zones of civilization, the Slaves alone are more numerous, counted by heads; but comparatively few of this plastic and submissive stock have yet escaped from the barbarism of the dark ages.—In wealth, energy, and cultivation, they are not to be compared with the Frank, the Teutonic, and the Anglo-Saxon. Numbers is almost their only element of strength. Of all the races which are now striving for the mastery of the world, to impress on the future of society and civilization the stamp of its own character and genius, to make its law, idiom, religion, manners, government, and opinion prevail, the Anglo-Saxon is now unquestionably the most numerous, powerful, and active. The day when it might possibly have been crushed, absorbed, or trampled out, like Hungary and Poland, by stronger hordes is gone by forever. That it was possible at one time for this people to be subdued by violence or to fall a prey to the slower agonies of decline, there can be little doubt.

In 1650, the United Provinces seem-

ed more likely to make a grand figure in the world's future history than England. Their wealth, activity, and maritime power were the most imposing in Europe. They had all the carrying trade of the West in their hands. Their language was spoken in every port. In the great Orient their empire was fixed and their influence paramount. England was then hardly known abroad. Her difficult idioms grated on foreign ears, and her stormy coasts repelled the curiosity of more cultivated travellers. Had the thought of a day arriving when any single European language would be spoken by millions of persons, scattered over the great continents of the earth from New Zealand to Hebrides and from the Cape of Storms to the Arctic Ocean, occurred to any speculative mind, Dutch not English, would probably have been the tongue to which he would have assigned the marvellous mission. Yet, Holland has fallen nearly as much as the Saxon has risen in the scale of nations. Her idiom is now acquired by few. Her merchants conduct their correspondence and transact their business in French or in English. Even her writers have many of them clothed their genius in a foreign garb.

On the other hand, our literature and language have passed entirely out of this phase of danger. Dutch, like Welsh, Flemish, Erse, Basque, and other idioms, is doomed to perish as an intellectual medium; but whatever may be the future changes of the world, the tongue of Shakspeare and of Bacon is now too firmly rooted ever to be torn away. No longer content with mere preservation, it aims at universal mastery. Gradually it is taking possession of all the ports and coasts of the world; isolating all rival idioms, shutting them up from intercourse with each other, making itself the channel of every communication. At a hundred points at once it plays the aggressor. It contends with Spanish on the frontiers of Mexico; drives French and Russian before it in Canada and in the Northern Archipelago; supercedes Dutch at the Cape and Natal; elbows Greek and Italian at Malta and in the Ionian Islands;

usurps the right of Arabic and Suez at Alexandria; maintains itself supreme at Liberia, Hongkong, Jamaica, and St. Helena; fights its way against multitudinous and various dialects in the Rocky Mountains, in Central America, on the Gold Coast in the interior of Australia, and among the countless islands in the Eastern Seas. No other language is spreading in this way. French and German find students among cultivated men; but English permanently destroys and supercedes the idioms with which it comes in contact.

The relative growth of the two great Anglo-Saxon States is noteworthy. In 1801 the population of Great Britain was 10,942,647; in 1800 that of the United States was 5,319,762, or not quite half. In 1850 the population of the United States was two millions and a third more than that of Great Britain in 1851; at this moment it probably exceeds it by three millions. The rate of decennial increase in this country is less than 15 per cent, while in America it is about 35 per cent. In the great Continental States the rate is considerably lower than in England. According to the progress of the last fifty years in France and America, the United States will have the larger population in 1870; in 1900 they will exceed those of England, France, Spain, Portugal, Denmark, Sweden, and Switzerland combined. Prudent statesmen should bear these facts in mind. Many persons now alive may see the time when America will be of more importance to us, socially, commercially, and politically, than all Europe put together. Old diplomatic traditions will go for little in the face of a transatlantic power numbering 100,000,000 of free and energetic men of our own race and blood.—*London Athenæum.*

Maine Seamen's Union.

We invite attention, *special* and *practical*, to the following well considered Report, "cut from the" Christian Mirror. We hope its figures

and facts will find their way both to the heart and the purse.

"The directors of the Maine Seamen's Union would respectfully make to the patrons and friends of the Society, their Second Annual Report.

The Union was organized for the purpose of assisting in that department of benevolent effort, which has for its object the welfare of those "that do business in great waters."

And, if it has, in any wise, failed of its purpose, it has not been for the want of readiness on the part of the directors to do their duty, but for a similar reason to that which the officers of the children of Israel gave to Pharaoh when they were asked why they had not fulfilled their task in making brick: "There is no straw, they said, given unto thy servants, and they say to us, make brick: and behold, thy servants are beaten; but the fault is in thine own people." It is in vain to attempt any concealment of the fact, that Congregational churches as a body, and Christians generally in our State, have not seen fit to make this Society one of its almoners.

Consequently, the reasonable expectations of its great usefulness, in promoting the general interests of the Seamen's cause at home and abroad, which were awakened at its formation, have been, in a measure frustrated. Nor would this fact be in itself a source of so much regret, had their contributions flowed largely in another channel towards the sea; but the truth is, as figures show, they have flowed sparingly in this direction.

The first Report of the Maine Seamen's Union, states that a Bethel at Portland has been built and paid for; and that a good Sailors' Home was in successful operation; and all at an expense of between seven and eight thousand dollars.

Within the year an arrangement has been effected between the Union and the American Seamen's Friend Society by which the Rev. J. R. French was appointed Seamen's Chaplain for the Portland Bethel. By this arrangement it is understood, that he is to spend fifteen weeks annually in presenting to the churches the claims of the two societies; the collections

are to be paid into the Treasury of the Union.

The Chaplain's salary and travelling expenses to be paid out of the funds, and the balance to be transmitted quarterly to the Treasury of the American Seamen's Friend Society; said Society holding itself liable for any pecuniary delinquency arising from the failure of the contributions *from the churches* to raise the stipulated sum—payable out of *any* funds received from Maine during the current year.

In a letter to the Secretary of the American Seamen's Friend Society, of last February, Mr. French writes—"I have a most interesting congregation—which is increasing, averaging between four and five hundred hearers.

"Our weekly prayer meetings which were not in being when I came here, are now well attended and deeply interesting. God has been pleased to give us some tokens for good; and one very interesting case I might mention of an old tar being brought to feel the plague of his heart, and to seek the Saviour, as did Saul of Tarsus, and find the scales fall from his eyes, and himself rejoicing in newness of life in Christ. Some few others have been led to inquiries and to ask an interest in our prayers. Who will not bless the Lord for his goodness?"

For a portion of the time, Mr. French, in consequence of severe indisposition, has been unable to perform the duties of Chaplain; but his health has been so far restored that he is now at his post, and hopes to continue there, by the blessing of God, and to be the means of a blessing to the people of his care.

The Sailors' Home is believed to be in a prosperous condition. As a home for the sailor, and especially as "a good harbour" for which seamen, who have fallen upon rocks" whether on the land or in the sea, would do well to steer; may it ever stand with its beacon of Temperance, as evidence of the Christ-like humanity of those who gave themselves no rest until "this deed of good works" was accomplished.

To the everlasting praise of the Homes that are under the auspices of

the American Seamen's Friend Society and its auxiliaries,—many a penniless sailor is not only lodged by them for more than three days courteously, but they have reason to say, "When we departed they laded us with such things as were necessary."

But are there not other ports than Portland in which the Bethel flag should be unfurled and where there should be the Sailor's Home?

Still, how is this to be effected? or how are we longer to have the gospel preached in the only Bethel in our State, unless the churches raise more money than they have heretofore done for this object? We do not ask how are we to transmit "a handsome surplus to the Parent Society for the world-wide field." when we do not raise sufficient for our own current expenses?

The whole amount of money received by the Treasury of the Maine Seamen's Union for the year commencing June 25, 1850, is about \$219,78; of which sum the High Street church, Portland, has paid \$80,68, which added to the amount of contribution by the 2nd Parish of that city (\$46) gives to Portland the honourable distinction of having by two of its Congregational parishes alone, contributed over half of all the money that has been received into its Treasury during the current year. One of the Secretaries of the American Seamen's Friend Society in his communication of May 23, writes—"We have received directly from the State, from April 30, 1850, to April 30, 1851, \$146,87. The previous year it was \$291,29.

By comparing the returns of this year with the returns of the last, it is found that our contributions to the Parent Society for the current year have been \$144,42 less than the amount contributed the year preceding; while at the same time, we have fallen short of our donation in 1850, to the Maine Seamen's Union, in the sum of \$395,22; for the amount received by the Treasury of the Union from various quarters in the State, during the year ending June 24, 1850, was \$615.

Thus the whole amount contributed from this State to the Seamen's cause

through both societies, is only \$366,65 for the past year, less by \$539,64 than was contributed for the year ending June 24, 1850.

We are aware that, a special effort was made last year for the Portland Bethel—and for the Seamen's Home in that city; and some will say, this fairly accounts for the difference between the sums raised last year and this. This is one way of accounting for the deficiency, we admit; but "such accounting" affords no good reason for so stinted a contribution to so good a cause; and it will go but a little way, in fact, towards canceling our obligations to this cause with Him to whom our prayer is—Accelerate the period when the "the abundance of the sea shall be converted unto thee."

It is true encouragement was given to the Parent Society to expect from our State during the past year \$2,000 at least; and the first report of the Maine Seamen's Union spoke encouragingly on the question of funds; but the result has shown what has long since been found to be true, that it is one thing to speak encouraging words about raising money for benevolent objects, and quite another to see your expectations, by reason of which you were led thus to speak, fulfilled.

Such is the report which the Directors have to make to you.

And now the question is, has the Union entirely effected the object for which it was called into existence? Is there nothing more for it to do? If so, we are of opinion, it should be permitted to die at once, as it is near to die on account of the fewness of its money-paying friends, and that the little which is given to keep it breathing should be turned in another direction to a more deserving object than this society has in view, your contributions cannot be turned, for the sailor has his equally imperative claims on our prayers, our charities, our efforts as Christians. Beyond question the efforts which have been made in behalf of seamen have not been without a blessing. The fruit has been seen already. Yet we do not, cannot see the whole.

In the eloquent language of a son of Maine, whose voice and pen have

ably supported the cause for which we plead:—"It is stated that an interesting fact in the natural world, that where extensive excavations have been made, the soil thrown out from far beneath the surface of the earth, has produced plants unknown before; and thus, the seed, buried beneath the accumulation of ages, has under the genial influence of sun and showers sent up its shoots and put forth its blossoms.

So in the spiritual vineyard. Seed, long buried, oftentimes springs up and yields its fruit. With the sailor, perhaps more than others, this may be the case.

He turns his feet during a transient stay into the Bethel. When next the Sabbath dawns, many a wave may roll between him and the sanctuary.

Years may glide on, and the deposits of corruption accumulate over that hidden seed. The preacher's voice may never again meet his ear. But perhaps on some far distant shore, the spirit, by a mighty influence, may break through that hardened crust, and breathe his reviving energies in that buried seed, and cause it to spring up in the fragrance and beauty of holiness, to cheer the wandering sailor in life and in death, with its heavenly fruit. When the earth and sea shall give up their dead, then and then only, shall we know the extent of the harvest, and he that soweth and he that reapeth shall rejoice together."

But our efforts in behalf of seamen are exceedingly meager, when viewed in connection with the maritime interests of the State.

According to a late report of the Secretary of the Treasury, transmitting the annual report of Register of the Treasury of the commerce and navigation of the United States for the fiscal year, Maine builds more ships than any other State in the Union. Of the 3,535,051,23 tonnage belonging to the United States, 272,218,54 was built and put afloat during the year ending June 30, 1850. The number of vessels built during the year, 1,360; of that tonnage Maine built 91,211,73 tons; 326 vessels. While New York built 224 vessels of 88,342,73 tons. Massachusetts, 121 vessels of 35,836,14.

Of the 247 ships built in the United States during the year, 127 were built in Maine; of the 117 brigs, Maine built 75; and of the 547 schooners, 115 were launched in Maine.

Maine *owns* more tonnage than any other State except New York and Massachussets.

She furnishes more sailors than any other State. She has 30,000 sailors in her employment.

Maine has done nobly for her Home Missions, expending annually from \$8,000 to \$12,000 in that work. But her 30,000 sailors out number the congregations of all her Domestic Missions.

Still, how exceedingly limited have been the provisions she has made with direct reference to having the gospel preached to them and to their brethren in all her sea ports.

Literally our State is the Main (e) ship-builder. She furnishes the Main (e) *bottoms* of United States Commerce; and, if she has not a main share, she has Maine's full share of the profits; and her sailors are *the Maine* sailors the world over. Has she Maine's share in the work and blessedness too of reforming and saving these men? And let it be remembered, that the largest portion of Maine and of American seamen, come from the inland towns.

The American vessels that navigate the seas are manned for the most part by the sons and brothers of those whose homes are in the valley, among the mountains, and by the rivers—that are not reached by the ocean's roar. Hence the appeal in their behalf is made not only to the metropolitan churches, but to all the churches of our Lord Jesus Christ wherever they exist.

Fathers and Representatives of the churches, we respectfully but earnestly ask—would you have this Society live? Will you give it any thing by which it can live and give the means of life eternal unto others?

Not many years since as the police of a neighboring city were conveying a poor intoxicated sailor to prison, he exclaimed in a seemingly lucid moment, "Where are you carrying me?" "To prison," was the reply. "Ah,"

said the poor fellow, "take me to my mother, she cares for me!"

His mother! At that moment, she might have been thinking of her poor sailor boy. With a mother's fond kisses on his cheeks and a mother's blessing on his head, she reluctantly bade him adieu as he left the paternal threshold for his fancied home on the deep. And then, perchance, in that hour of her son's waywardness and sin, she was praying for him and looking for his longed-for return.

But he is in port, and alas! has fallen among thieves. We cannot find every sailor boy of Maine and carry him to his mother, however much, at times, he may long to rest himself by her side, or however much that fond mother may desire to see him oncemore at least, before she dies. But we can do the next best thing, we can tell *her* of the Maine Seamen's Union and of kindred societies; *she* will *care* for those Societies, for *they* *care* for her son. Mothers and sisters of this assembly, we are confident that the American Seamens' Friend Society, and its auxiliaries, will share largely in your charities.

Swedish Sailor Missionary's Report, with his farewell to Sweden.

January 18th, 1851.—Last Saturday I went from home, on a tour in the country, from which, through the protecting goodness of God, I have safely arrived home to-day. Last Sunday I was in a place a few miles from home, where, in a pious family, I was allowed to hold a meeting. Several people were gathered together, and I enjoyed considerable liberty in proclaiming the counsel of God. On Monday I went to Odenzala, where I continued until Wednesday, visiting the people of God and others, and conversing with them about the one thing needful, and holding meetings in the evenings. One of the brethren from Odenzala conveyed me with his horse and wagon to Berg-hem, where we visited the poor, persecuted brethren. The people, goaded on by the fanatic priests, are closely watching the brethren to prevent their

holding meetings, so that we were, as usual, obliged to meet in the middle of the night. But praise the Lord! we find him to be in our midst, and one precious soul, who, for some time back, has desired it, was admitted and received as a member in our little band. Three of the brethren here have had to suffer the spoiling of their goods for their consciences sake. On our way back yesterday, we were obliged to stay at a house where I was a stranger, on account of a very heavy snow storm that overtook us last night. This morning I had conversation with the people in the house, whom I found to be tender-minded, and, apparently, not far from the kingdom of God. I endeavored to exhort them faithfully to give their hearts to Christ.

January 24th.—To-day, visited several of my brethren and other acquaintances about the town, and conversed with them about the state of their souls. Found a man, of whose sincerity I have had great doubts, to-day, much humbled, and very anxious to find peace with God. Instructed, exhorted, and prayed with him. Another has lately been enabled to lay hold on the sure promises of God, for the pardon of all his sins, through the atoning blood of Christ; and appeared, in consequence thereof very happy.

February 3d.—On Sundays we have had gracious refreshings from the presence of the Lord in our meetings. A few unconverted and enquiring souls continue to come among us. This evening have we had a good Missionary prayer meeting. I have occasionally been out visiting the members of our little Church and others: endeavored to do them good.

February 7th.—To-day have been out about two hours walk from the town, to see a gardener who is seeking the Lord. Found him, apparently, in a happy condition of soul. His wife was very complaisant, but without any apparent concern for her soul. I spoke to her about the danger of being unreconciled to God; but she appeared not to mind it. May the Lord have mercy upon her. I called on another family with whom I am acquainted, and who, I know, are unconverted.

The husband is an overseer of a large farm, belonging to a merchant in town. He has formerly been under conviction of sin, but which appears to have worn away, which is commonly the case where people are not brought to give their whole heart to Christ, and learn to confide entirely upon his atonement. I also endeavored to exhort this man and his wife to make their calling and election sure.

WHAT MAKES A TRUE CHRISTIAN.

February 12th.—To-day, had a somewhat heavy dispute with a wealthy farmer and an elderly man, who formerly has been a tavern keeper. Both moral and very respectable men, but strangers to spiritual religion. Fell heavily upon me for my having separated from the state church, and, as they called it, for having deceived so many unoffensive persons to join me. According to what they uttered, no salvation could be had without the Lutheran Church. I desired them to show me from Scripture what authority the Priests have for their offices. They answered by telling me that the bishops and priests were ordered into their offices by the king, according to the law of the land. I read to them a number of passages from the New Testament, and our dispute was carried on peaceably. I was allowed to expound the passages, showing them what the Christian Religion is, and what it is not; and what is required of us in order to be members of a Christian Church; and what is required to be a Minister of the New Testament dispensation; and how the Apostolic Churches were organized and ruled; and how the elders and deacons were called. They appeared to take the matter into consideration, and I had a fine opportunity to bring the subject of conversion at heart, or experimental religion to their minds and consciences. They frankly told me that none had ever brought that subject to their consideration before, and said that they thought that when a man lived as well as he could, and went regularly to Church and the sacrament table; and if he on his dying bed received the sacrament from the priest, he would be saved. I endeavored to show them

what an awful sandy foundation this was, and I hope they felt shaken in the false belief. O! may the Lord pull down all their false securities, and bring them to the footstool of mercy. Amen.

THE WIDOW AND HER FAMILY.

March 4th.—Praise the Lord! Last night I came safe and sound home from a Missionary tour in the country. On the 19th of last month I left home, and arrived in the evening at the house of one of our brethren in Odenzala. On the Sunday we held meetings, both in the fore and afternoon; several persons who have not joined us attended, and appeared to pay great attention to what was said. In the evening I visited a sick sister, and endeavored to encourage her in the apparent near approach of death. She appeared to have a good and sound hope of a blissful eternity. On Monday and Tuesday I visited the brethren and sisters in their homes. I spent a very pleasant, and I hope also a profitable afternoon in a family, who are not members in our Church. The head of this family is a widow of a sea captain, who died at sea several years ago, leaving her poor, with seven children, the eldest, a boy only twelve years old. In this, her very deep affliction, she was led to seek the Lord; and has found Him, to be sure to his faithful promise, as the God of widows and the fatherless.—She has now 5 grown up children, 3 sons, who are seamen, (two of whom are sailing as mates of large vessels;) and two daughters who are with her. All her children are very moral and respectable young people. All her sons were at home, but expected soon to be off at sea. They were well instructed in the Christian Religion, and consented to the necessity of conversion; but appeared to be under the impression that Religion was a thing that deprived people of all happiness, and made them sad and melancholy. I endeavored to convince them of the reverse; that if any happiness is to be found and enjoyed on earth, it is only to be found in the enjoyment of the Religion of Jesus Christ. They received what I said very attentively, and appeared much interested and af-

fected by what they heard. I exhorted them to buy the pearl of great price; placing before them the awful danger of putting off repentance. I also had a very interesting conversation with a blacksmith, who appeared near the Kingdom of God, and who also was much interested in the Temperance cause.

On the 19th, I went along with two of our brethren, in their boat, over to the parish of Waroe, where I stayed until the 25th, and in that time visited all the brethren and sisters in those parts, besides the greater part of my cousins and other relations, (some of them are still unconverted,) warning them, probably, for the last time, to flee from the wrath to come, and taking a very affectionate farewell of them all. I also visited several other pious acquaintances, and held meetings in the evenings and on Sundays, endeavoring to encourage and strengthen my poor brethren to hold fast unto the end—that in Heaven we may meet, never to part any more. It will not appear strange if I say this was a sad time; but praise the Lord for his strengthening grace. It is the will of an all-wise and ever gracious God, and therefore we must conform to His holy will.

On the 25th, my brother B. Nicholas Nelson, accompanied me with his horse and wagon to Berghem, where we stayed with the brethren until the following Saturday, or the 1st of March. Here we could not hold meetings but in the middle of the night; still the brethren and sisters came very cheerfully together, and the Lord protected us from the violence of evil men, so that we were allowed to build one another up on our most precious faith and pray, and to take a last and moving farewell of one another. Last Saturday, the 1st of March, my brother conveyed me further up in the country, near to the town of Boras, where lives a dear sister of the Church, to whom I desired to say farewell. Here we stayed over Sunday, and held meeting both in the fore and afternoon, with a number of people who had come together, some from a considerable distance. The Lord enabled me to bear testimony to the truth with considera-

ble boldness and freedom, and the people appeared much affected, and some convinced. I trust that the seed sown at this time will be visible in after days. O! may the God of truth enable people to embrace the truth as it is in Jesus, to the salvation of their souls. Amen.

Yesterday my brother conveyed me home to Gottenburg, where we arrived safe last night, about one o'clock. To God be all the praises for His goodness and mercy, which have followed me all the days of my life.

BANISHMENT IN PROSPECT.

But whilst I have been away from home at this time, the decision from the king on my petition has arrived, and has in my absence been communicated to my wife. It contains an absolute refusal of what I petitioned for. In consequence thereof, the town authorities have ordered the sheriff to have the sentence of banishment executed upon me. I shall, therefore, have to keep away from home, until I have ordered my affairs so that I can be ready. May the Lord's strength preserve me.

March 15th.—I am now sitting in the house of my mother-in-law, wishing to keep away from my own abode until I have ordered and arranged for my departure. O! may I also order the affairs of my soul that I may be ready when death shall come and order me to depart this life! May the Lord have mercy upon my poor soul for the sake of Jesus Christ, his son. Amen. I have had in these days a very encouraging visit from a dear sailor brother from England, who is a native of Stockholm, but has for several years enjoyed the love of God. He sails out of Hull, in England, and is a member of a Methodist Society there. He has been both to me and my brethren a real blessing, but he will soon have to leave us. He has, however, promised, if it will be the will of God, that he will come back to Gottenburg, perhaps, next fall. O! that God would send many faithful laborers to this country.

A SUCCESSOR RECOMMENDED.

A dear Christian friend of mine, by the name of E. Eriksson, whom I have known as an humble and faithful

Christian for many years back, has promised to take my charge among the seamen in this place, until the Seamen's Friend Society in America shall decide. I hope that the said honored Society will not give up this place, or leave the poor sailors who sail out of Gottenburg to be without the means of getting the Word of Life placed in their hands, or a warning word to flee from the wrath to come. The fallow ground has in a manner been broken, and it would not be wise to leave the field, again to grow over with tares and briers. I hope the Society will support brother Eriksson, if they have none to send from America.* I doubt not but what he will be a suitable laborer.

March 26th.—Yesterday and today a number of my brethren from the country, who, together with our brethren in the town, have held a meeting, for ordering our little Church affairs. Praise the Lord, we have been mutually much encouraged and strengthened by commending each other to God and the Word of His grace. My very dear brother in Christ, the Rev. Mr. Routhgen, the pastor of the Moravian Society, in this place, honored us yesterday afternoon with his presence, and gave a very evangelical, appropriate, and affecting discourse to us. How much this refreshed us all is impossible to describe. May the Lord reward him for this truly Christian act of love! The Lord has graciously preserved us from being disturbed or annoyed in our meeting. To Him, therefore, be praise. Amen.

Some days ago we formed a special Temperance Society for the seamen in this port. Brother Eriksson will take the lead of it; and as he is a warm friend of the temperance cause, I hope, under God, it will be a means of good to many of the sailors. We have had Temperance Societies, but none specially for seamen before this, because I have failed in my attempts to get either shipowners or captains

* Eriksson was appointed Neilson's successor at the last meeting of the Board.—Ed.

to engage to lead such a movement. But we have now concluded to see if the common sailors cannot be temperate without, or at least have the honor for once to take the lead of such a thing as a Temperance Society. I doubt not, but by the help of God, it will work well, though it will be slowly.

March 31st.—To-day, I am come back from a visit to the brethren in Odenzala and Slaep, where we have, with much sorrow, but mingled with consolation from God, taken farewell of each other. Yes, praise God! we do not part as those who have no hope. If faithful to God, we shall soon meet at God's glorious Heaven, where tears and partings shall be no more.

April 3d.—To-day, the king's decision, together with the resolution of the magistrate of Gottenburg, has been read to me by the sheriff or executive officer, and by him I am ordered immediately to leave the country. I subjoin a short extract of these notable documents.

"HIS MAJESTY THE KING'S DECISION,* &c., &c.,

"Given at the Palace, Stockholm, January 27, 1851.

"His Majesty the King, has graciously had the petition of the seaman Frederick Claus Neilson, read before him, and when, in consideration of what Neilson, as well during the process of the law, as in the petition uttered, it appears that his purpose is not to conform to the existing laws, against spreading in the kingdom these of Neilson embraced religious views, which are proved (?) not to be in accordance with the pure Evangelical Doctrinal Faith and Confession; and when it besides has been reported (?) that Neilson continues to spread said doctrines, finds his majesty, the king, no cause for granting what Neilson desires in his petition, to have the sentence of banishment

revoked. Which to whom it concerns, this loyalty must be obeyed.

"Oscar

(Seal)

"G. T. SODERGUN."

"G. A. SPARRE,

"Justice State Minister."

THE RESOLUTION OF THE MAGISTRATE OF GOTTENBURG.

"The sheriff (officer skult.) N. T. Ekerman is hereby commanded to communicate to T. O. Neilson, the herewith joined, his majesty the king's gracious decision of January 27 last, and to tell Neilson that, according to said decision, he immediately must leave the kingdom; and ought Ekerman afterwards to come unto the magistrate with evidence over the execution of the resolution.

"Gothenburg Radhus, de 24 Februari 1851.

"Ex-officio

"E. T. KULLMAN."

It is only on account of the humanity of the civil authorities and those who are to carry out my banishment, that I have not before this been transported. They will, doubtless, be as lenient and as slow as they dare, for fear of being informed against for negligence of their duty, in forcing me away; but they dare not consent to my remaining many days. I am therefore preparing as fast as I can to be ready to leave the place. I hope, the Lord willing, that we shall be ready, both me and my wife, to go at one time, and then we intend to go to Copenhagen. I have lately had very encouraging letters from my brethren in Denmark. Praise the Lord! There is perfect religious liberty, and the Lord is carrying on a gracious work of conversion in some places of Denmark. The brethren there bid me welcome to be a fellow laborer with them (though unworthy,) in that field of labor.—There is truly a wide door opened at Copenhagen to labor among seamen. May the Lord grant me faith,

* I have not been able to find a word which better could answer to the original Swedish word "ritslag," but decision.

humility, love and zeal for the cause of Christ among seamen in my adopted country.

And may the Lord have mercy upon Sweden, her king, priests and people, and may he graciously comfort, strengthen, and sustain my dear bereaved flock in Sweden.

My next report, the Lord willing, will be written from Copenhagen, where I, by the Lord's permission, will be within a few days. And now, may the richest blessings of God ever attend all the labors for the salvation of seamen of the honored and Christian American Seamen's Friend Society. May it ever be my lot on earth to be counted worthy of being the most humble means of serving the cause of my gracious Redeemer, and especially among Seamen.

Yours, most unworthy
In the Gospel of Peace
And Love,

F. O. NELSSON.

Gottenburg, April 8, 1851.

Sailor Missionary in Gothland.

It is now three months since I wrote you. My health is good, bless the Lord! As to Bible distribution, I must say, it goes on rather slowly, especially among seamen, in consequence of the wickedness of many sailors, and the indifference of some captains, but I trust in the Lord. He can change the hearts of these men.

In some parts of the country we have precious times, the Lord has blessed us very much. Although many are ungodly, still there are a few who know the Lord. We count about half a dozen recent converts who seem steadfast. May the Lord grant a great increase to their numbers.

A few weeks ago, a great wonder to the people happened near where I live. A boy, 13 years of age, awoke at midnight and began to pray, which he continued about three hours and a half. His parents

becoming alarmed, sent for a praying family, (which before they would have nothing to do with,) and they told them it was the work of the Holy Spirit.

When I came there, he was rejoicing, and would not let me go away. "Bless the Lord, O my soul and all that is within bless his holy name." For these things I am the object of some persecution; but I am praying to the Lord every day that he may forgive my persecutors.

I expect to be called before a Court, but I know God is with me, and his word has never failed. I shall not trouble myself with what to answer, for that shall be given me in due time, thank the Lord.—Please remember me in your prayers. I am happy in the Lord. Glory be to his name forever. Amen.

J. LINDELIUS.

The following is the strength of the French navy, according to an official list lately drawn up:—

"Sailing vessels:—Six line of battle ships of 120 guns each, four of 100 guns, nine of from 82 to 90 guns, six of 80 guns; 12 first class frigates of 60 guns, 14 of from 50 to 52 guns, 11 of from 40 to 46 guns; 30 corvettes, 44 brigs, 43 small armed vessels, and 32 transports. Steamers:—One line of battle ship of 90 guns, of 960 horse power; 20 frigates of from 450 to 650 horse power; 5 corvettes from 320 to 450 horse power; 22 from 220 to 300, 57 smaller steamers of different powers. 49 sailing and eight steam vessels are now building at the different ports."

Whoever steadily perseveres in the exertion of all his faculties, does what is great with respect to himself; and what will not be despised by Him, who has given to all created beings their different abilities, he faithfully performs the task of life, within whatever limits his labors may be confined, or how soon soever they may be forgotten.

NAVAL JOURNAL.

Encounter with an Iceberg.

For ten days we had fine weather and light winds, but a southerly gale sprung up and drove us to the northward, and I then found out what it was to be at sea. After the gale had lasted a week, the wind came round from the northward, and bitter cold it was. We then stood on rather further to the north than the usual track, I believe.

It was night, and blowing fresh. The sky was overcast, and there was no moon, so that darkness was on the face of the deep—not total darkness, it must be understood, for that is seldom known at sea.—I was in the middle watch, from midnight to four o'clock, and had been on deck about half an hour when the look-out forward sung out "Ship ahead—starboard—hard a starboard."

These words made the second mate, who had the watch, jump into the weather rigging.

"A ship!" he exclaimed. "An iceberg it is, rather, and —. All hands wear ship," he shouted in a tone which showed there was not a moment to lose.

The watch sprung to the braces and bowlines, while the rest of the crew tumbled up from below, and the captain and other officers rushed out of their cabins; the helm was kept up, and the yards swung round, and the ship's head turned towards the direction whence we had come up. The captain glanced his eye round, and then ordered the courses to be brailed up, and the main topsail to be backed, so as to lay the ship to. I soon discovered the cause of these manœuvres; for before the ship had

quite wore round, I perceived close to us a towering mass with a refulgent appearance, which the look-out man had taken for the white sails of a ship, but which proved in reality to be a vast iceberg, and attached to it, and extending a considerable distance to leeward, was a field or very extensive floe of ice, against which the ship would have run, had it not been discovered in time, and would in all probability instantly have gone down with every one on board.

In consequence of the extreme darkness, it was dangerous to sail either way; for it was impossible to say what other floes, or smaller cakes of ice, might be in the neighborhood, and we might probably be on them before they could be seen. We therefore remained hove to. As it was, I could not see the floe till it was pointed out to me by one of the crew.

When daylight broke the next morning, the dangerous position in which the ship was placed was seen. On every side of us appeared large floes of ice, with several icebergs floating, like mountains on a plain, among them; while the only opening through which we could escape, was a narrow passage to the north-east, through which we must have come. What made our position the most perilous was, that the vast masses of ice were approaching nearer and nearer to each other, so that we had not a moment to lose, if we would effect our escape.

As the light increased, we saw, at the distance of three miles to the westward, another ship in a far worse predicament than we were,

inasmuch that she was completely surrounded by ice, though she still floated in a sort of basin. The wind held to the northward, so that we could stand clear out of the passage, should it remain open long enough. She by this time had discovered her own perilous condition, as we perceived that she had hoisted a signal of distress, and we heard the guns she was firing to call our attention to her; but regard to our own safety compelled us to disregard them until we had ourselves got clear of the ice.

It was very dreadful to watch the stranger, and to feel that we could render her no assistance. All hands were at the braces, ready to trim the sails should the wind head us; for in that case we should have to beat out of the channel, which was every instant growing narrower and narrower. The captain stood at the weather gangway, conning the ship. When he saw the ice closing in on us he ordered every stitch of canvass the ship would carry to be set on her, in hopes of carrying her out before this should occur. It was a chance, whether or not we should be nipped. However, I was not so much occupied with our own danger as not to keep an eye on the stranger, and to feel deep interest in her fate.

I was in the mizen top, and as I possessed a spy-glass, I could see clearly all that occurred. The water on which she floated was nearly smooth, though covered with foam, caused by the masses of ice as they approached each other. I looked; she had but a few fathoms of water on either side of her. As yet she floated unharmed. The peril was great; but the direction of the ice might change, and she might yet be free. Still on it came with terrific force; and I fancied that I could hear the edges grinding and crushing together.

The ice closed on the ill-fated ship. She was probably as totally unprepared to resist its pressure as we were. At first I thought that it lifted her bodily up; but it was not so, I suspect. She was too deep in

the water for that. Her sides were crushed in—her stout timbers were rent into a thousand fragments—her tall masts tottered and fell, though still attached to the hull. For an instant I concluded that the ice must have separated, or perhaps the edges broke with the force of the concussion; for, as I gazed, the wrecked mass of hull, and spars, and canvass, seemed drawn suddenly downward with irresistible force, and a few fragments which had been hurled by the force of the concussion to a distance, were all that remained of the hapless vessel. Not a soul of her crew could have time to escape to the ice.

I looked anxiously; not a speck could be seen stirring near the spot. Such, thought I, may be the fate of the four hundred and forty human beings on board this ship ere many minutes are over.

I believe that I was the only person on board witnessed the catastrophe. Most of the emigrants were below, and the few who were on deck were with the crew watching our own progress.

Still narrower grew the passage. Some of the parts we had passed through were already closed. The wind, fortunately, held fair, and though it contributed to drive the ice faster in on us, it yet favored our escape. The ship flew through the water at a great rate, heeling over to her ports; but though at times it seemed as if the masts would go over the sides, still the captain held on. A minute's delay might prove our destruction.

Every one held his breath as the width of the passage decreased, though we had but a short distance more to make good before we should be free.

I must confess that all the time I did not myself feel any sense of fear. I thought it was a danger more to be apprehended for others than for myself. At length a shout from the deck reached my ears, and looking round I saw that we were on the outside of the floe. We were just in time; for, the instant after, the ice met, and the passage

through which we had come, was completely closed up. The order was now given to keep the helm up, and to square away the yards; and with a flowing sheet we ran down the edge of the ice for upwards of three miles before we were clear of it.

Only then did people begin to inquire what had become of the ship we had lately seen. I gave my account, but few expressed any great commiseration for the fate of those who were lost. Our captain had had enough of ice, so she steered a course to get as fast as possible into more southern latitudes.—*Phila. North American.*

Visit of the American Bark Merlin, to the Loo Choo Islands.

In the month of August, 1850, the Merlin, commanded by Capt. Geo. E. Welch, visited the Loo Choo Islands, for the purpose of making necessary repairs to enable the vessel to proceed on her passage from China to California. Most of our readers are aware that this group of Islands has been seldom visited by American or European vessels, but the time is doubtless approaching when the visits of merchant and naval vessels will become quite frequent, hence any information respecting the situation of affairs there will be of interest. The Islands are under a government, considered a dependency of the Empire of Japan. The rigid principles of non-intercourse with "barbarous" nations maintained by the Japanese, are partially, in operation, at the Loo Choo Islands, although very much modified. At Napa Roads, Loo Choo Islands, there now resides an English missionary, the Rev. B. J. Bethelheim, M.D. He has been there several years, and is, we believe, under the patronage of the Church Missionary Society. His position appears to be one of most striking peculiarity. The government of the islands seems most deadly opposed to his operations, and prohibits the common people from yielding themselves to his influence. Still the government (gratuitously)

) supplies this same missionary with many of the necessities of life. We do not feel authorized to make additional remarks in regard to the missionary operations of the Rev. Mr. Bethelheim, but we must add, that we do wish that the English or American missionaries in China would furnish an impartial report in regard to the Loo Choo mission. We do not hesitate to state, however that the most singular reports have reached our ears, from various quarters, respecting the manner in which that mission is now conducted.

During the late visit of the Merlin at Honolulu we had repeated interviews with Capt. Welch, in which, we learned many interesting facts respecting the Loo Chooans, and his treatment while there. It appears that Capt. W. soon after his arrival, secured the confidence of the authorities, from whom he received numberless acts of substantial kindness, being able, for example, to repair his vessel for less than ten dollars, which would have cost him elsewhere more than a thousand. He was also feasted and conveyed over the country in a Sedan chair, being privileged to visit the capital, and examine public buildings and temples. He was in fact, allowed to roam, to fro, with more freedom than any other "barbarian," who has ever visited the Loo Choo Islands.

On leaving, Capt. W. addressed the authorities the following communication, a copy of which he kindly placed in our hands. This communication speaks for itself, showing that the Yankee shipmaster, could address the Orientals in language corresponding to their own style of Diplomatic correspondence:

To the Regent, and the other High and Illustrious Mandarins of Loo Choo.

In regard to the edict by which I am ordered by you to take the fire-ship under my command and

sail away from the shores of Loo Choo, I beg leave to state, that I came to your Island, 'because on the 27th of the present moon I fell in with a strong and mighty typhoon, which disabled my ship and caused it to leak so badly as to come near sinking in the depth of the Japan Sea. I passed many Islands because the inhabitants of them were not much known by Christians, but as your Island has been famed far and wide for the wisdom and kindness of its people, I sought the shelter of its shores, with confidence that I would be allowed to repair my damages unmolested. I did not leave my anchorage in accordance with your edict because I considered it a mere form and believed that you had too much good will and generosity to carry out its requirements, and even if you had chosen to do so I had on board of my ship fire guns both big and small and many sailors with hearts and hands to use them, in order to repel aggression. Since your quiet and tacit consent to my remaining to complete my repairs I feel obliged to return my sincere thanks for your extreme kindness and consideration to myself and those under my command.

The presents you have sent me are very acceptable, and I trust that those I send in return may be equally so to yourselves. I wish you to understand, however, that I shall not accept any more unless you consent to receive pay for them, because you might on my leaving stigmatise us as coming from a nation of beggars. Neither the American or English, as nations, are considered beggars; on the contrary, their mighty power is felt all over the world, and when you taunt the Christian missionary by telling him that they are beggars, you do rank injustice to friendly nations, and also to your own character for shrewdness and foresight. After taking my dimensions the other day some of you were pleased to flatter me by saying I must be in battle a mighty

warrior; in my country are many warriors, with a fame and glory so high that mine could not be seen in the glare of a noonday sun. How terrible then would be the vengeance that aggression would bring down on the heads of those who offend such rulers. Some of you have said that any favor I may ask, in your power to grant, shall be conceded to me. I have only to remark (hoping that what I say may receive attention) that the English government has placed on your Island a Christian missionary, he complains that you misuse him, bamboo him in the street, and starve him, his wife and little ones, he is a learned and wise man, and also a medical chief, understands and teaches almost all the languages of the earth, and administers to the diseases both of body and mind, and although as a Christian minister, he is not allowed to fight like a Tartar, still his words are always heavy, and will go farther and weigh more in some cases, even than the warrior with his ship and fire guns. Any injury or insult you may do him will surely be repaid tenfold. Even now the English fire ships, with their big guns, are prowling about your coast—the smallest of which, in one hour could destroy your populous city and make the beautiful burial place of your fathers a disgusting and sightless wilderness. If as you seem to think, his doctrines are wrong and absurd, surely the superior wisdom the Japanese lay claim to, will prevent their having an undue influence, if right, as I trust you will soon find them, you will have great cause to regret having injured one who has been working long and faithfully for your good. I have offered to take him from your Island, but he declines, he would sooner die than to leave his post without orders, surely the courage of such a man should command respect and reverence, instead of wrong and injury. He also complains that the food which you furnish him with makes him sick, and that you allow snakes

to hiss and quarrel in the sleeping places of his children, and in endeavoring to destroy them you let him from so doing. If you continue to treat him in this manner I shall consider it my duty to report it to his government, and they will not fail to find a reason for the different manner in which you treat them who come in fire ships, and him who extends a peace offering. I shall not fail to report to my own government the kind and generous treatment I have received at your hands. I beg leave to repeat to your Excellencies my thanks for your kindness, and wishing you numberless moons of happiness and prosperity, I subscribe myself,

Your ob't servant.

(Signed,) GEO. E. WELCH.

Master bark Merlin.

—*Honolulu Friend.*

Notices to Mariners.

Admiralty, March 29.

Revolving Light on Cape Pine, N. F.—Notice is hereby given, that on the 1st of January last a Revolving light was established at Cape Pine, the Southernmost point of Newfoundland.

The Iron Tower, which is circular, and painted with red and white bands alternately, is 56 feet high, but the light is elevated 302 feet above the sea, and therefore in clear weather may be seen at the distance of twenty-two miles. The light revolves so as to be visible at intervals of twenty seconds, or three times in every minute, and may be seen in all directions from seaward.

The Light Tower stands at the distance of 450 feet in from the shore, and is in lat. 46 deg. 37 min. 12 sec. N. and long. 53 deg. 34 min. 42 sec. W.

Cape Pine lies 22 miles to the Westward of Cape Race, and 108 miles S.E. by E. 1-2 E. by compass from the fixed light on St. Pierre Island.

The variation of the compass is about 26 deg. W.

—
Notice is hereby given that the following Land Marks have been erected on the South Shore of the Island of Anticosti, viz. :—

South Point—Beacon 40 feet high. Lat. 49, 3, 43. N. long. 62. 18. 30. W.

Pavilion River—Beacon 40 feet high. Lat. 49. 9. 45 N. long. 62. 53. 10. W.

Six miles east of Salt Lake Bay—Beacon 40 feet high. Lat. 49. 17. 30. N. long. 63. 20. 30. W.

Cape St. Mary's.—Beacon 40 ft. high. Lat. 49. 40. 30. N. long. 63. 58. W.

By order of the Board,
E. B. LINSLEY, Cl. Ty. H. Q.
Trinity House, Quebec,
May 9, 1851.

—
Hoy Sound Lighthouses.—The Commissioners of the Northern Lighthouses, hereby give notice that two lighthouses have been built upon the Island of Graemsay, lying in Hoy Sound, opposite Stromness, in Orkney, the lights of which will be exhibited on the night of Thursday, the 15th May, 1851, and every night thereafter from sun set to sun rise.

—
A new light-house has been built on the Island at the entrance of Bay of Sagua, on which Cienfuegos stands, and was lighted for the first time on the first of May. The light is a fixed one, and very low, being not over 35 feet high. The light on Cape Antonio is a very good fixed light, elevated about 100 feet above the level of the sea. It stands on the extreme Western point of the Cape; not visible to vessels running down the South side until it bears N. N. W. It can be seen eighteen miles in clear weather.

—
In relation to the Island passed by Capt. Stickney, in lat. 30. 42. N. lon. 140 1-2, and another 8 or 9 leagues from it, it is stated that

Messrs. E. & G. W. Blunt some months since notified mariners of the existence of St. Peters, or an Island supposed to be Todos Los Santos. They say it appears like a shoemaker's last with a defective heel. It is in lat. 30. 60. N. long. 140. 13. E. and was no doubt the same seen by Capt. S.

—
Custom-House, Nantucket,
May 24.

Sankoty Head Light, Island of Nantucket.—On and after the first day of August next, this light-house will exhibit a flashing white light beyond a distance of seven miles from the light-house, the flashes occurring at intervals of one minute; between the flashes there will be shown a fixed white light. Within the distance of 7 miles from the Light-house there will be exhibited a flashing red light, the flashes occurring at intervals of one minute; between the flashes there will be shown a fixed red light.—Height of light above mean tide 150 feet, and it bears South by West twenty-three miles from the Light Vessel on Pollock Rip, and South by East, nine miles from the fixed white light on the extremity of Great Point, Nantucket.

WM. R. EASTON, Collector.

—
Trinidad, (Harbor Master's
Office,) Feb. 20, 1851.

Public notice is hereby given, that an iron buoy, painted red, has been laid down by her Majesty's ship Wellesley, on the Diamond Shoal, in nine fathoms at low water Spring tides, 60 yards S. W. of the shoalest part of the rock, with the following magnetic bearings: N. W. point of Chacachacare N. 22 E. Hut below magistrate's Office, on the apex of the small Conical Islet, on the S. W. point of Tinta Bay, N. 49. E. the extremity of the Southern point of Chacachacare, just shut in with the S.W. rocks E. 9. N.

ROWLEY HILL,
Harbor Master.

Custom-House, Lisbon,
May 28.

New Light-house at Cape St. Mary's, Algrave.—I, Antonio Joaquim Carvalho Oliveira, of Her Majesty's Counsel, Commander of the Order of Christ, and Director of the Chief Custom-House at Lisbon, &c., hereby make known that the works of the Light-house on Cape Santa Maria, ordered by the Government of Her Majesty to be constructed on the said Cape, in lat. 36. 56. N. and long. 7. 51 W. of Greenwich, at an elevation of 152 Portuguese palms (109 6 feet English) above the level of the sea at high water, having been completed, the said light-house will be lighted for the first time on the 24th of June next, provided no unexpected circumstance should occur, with a lenticular light of the second class, a fixed light continuing from that date forward, to be lighted from sunset to sunrise.

In the absence of the Secretary, Mancel Teixeira Basto, jr., caused this to be written.

(Signed)

ANTONIO JOAQM. CARVALHO OLIVEIRA, Capt. G. A HALSTED, R. N. Sec'y, Lloyd's.

—Lloyd's List, June 5th.

Disasters.

New-Bedford, May 12.

The ship Rodman arrived here, reports that she touched at Whytootache, in the Pacific Ocean, on the 29th January, on which day a boat containing nine men arrived at the island. They reported that they had abandoned the ship *Tuscarora*, of Cold Spring, with the remainder of the crew in two other boats, 90 miles South of Maneen Island.

The report of the loss of barque *Savannah* of this port, by fire, has been confirmed. She was burnt off Tybee, together with her cargo of cotton, and is a total loss.

Brig *Charlotte*, Hopkins, from New-York to the River Gambia,

was stranded in the Bay of Yoff, near Goree, 22d January.

The *Lady Lilford*,—, from California, for New-York, has foundered at sea; crew saved by the Louise Maria, Pottier, arrived here from San Francisco.

Br. brig *Wanderer* from St. Domingo City for Liverpool, was totally lost March 21st, on the Islands of Saona, off the S. E. end of St. Domingo, and one man was drowned.

Schr. *Jane*, from New-Orleans for Mobile, went ashore on S. E. Spit of Horn Island. A steamer succeeded in saving the crew.

Brig *Delhi*, of Blue Hill, from Trinidad for Philadelphia, which was ashore on Fenwick's Island, was got off on the 17th, but in a N. E. blow, the next day went ashore again, and was so much damaged in her hull, that the wreckers had given her up as a total loss.

Schr. *J. P. Smart*, Earl, from New Orleans for Tampico, went ashore inside of the Bar, of the latter place on the 28th of April, and is a total loss.

Barque *Santee* of Boston, from this port for Chagres, was capsized on the 15th, during a hurricane, crew saved, except two and a passenger. They had been on the wreck 52 hours when taken off by brig J. W. Elwell, hence for Ponce.

Br. schr. *Vigilant*, Duncomb, on her voyage from Trinidad for the United States, struck on the Anegada Reef, and was abandoned.

Steamer *Com. Preble*, Ballard, was reported a total wreck on the North reef of Humboldt Bay, 6th May last, having struck at 8 a. m. of that day, the cargo saved.

Br. schr. *Collector*, Leblanc, from Pictou for Boston, went ashore on Marshfield beach, 5th May.

Barque *Rovena*, Macy, was destroyed by fire at Tobago, near Panama, 10th May, the origin of the fire is unknown, but supposed to have originated from spontaneous combustion of the coal.

Br. brig *Britannia*, of Dublin, abandoned, and boats gone, was passed on the 17th May.

Sloop *C. Vandeventer*, Hardwick, from Georgetown, S. C., for Charleston, went ashore on Beach Inlet Breakers on the 18th May and bilged.

Barque *Brenda*, Pousland, of Gloucester, Mass. from Boston for New Orleans, was totally lost at the Pickett Rocks, near Gun Cay, night 15th May.

Schr. *Aid*, Harrington, of and for Charleston, from Alexandria, went ashore near Caffee's Inlet, night 23d May, and became a total wreck.

Brig Abo, Claypool, at Rio Janeiro, reports 21st of March, fell in with the wreck of brig *Emblem*, of Halifax, full of water, hatches off, all her spars standing, top-gallant-yards aloft, anchors on the bows.

Schr. *Compromise*, owned at Eastport, and fitted out for the Labrador fishing, sailed from that place on the 24th of May, went ashore near the Light-house at Little River, and became a total wreck.

Halifax, May 17.

Br. steam propeller *Falcon*, from St. Johns, N. F. To-day intelligence was received here of her total loss on the North side of Ferry Is and Narrows, Isle de Byre, five hours out of St Johns. She struck about 2 A. M. very foggy at the time. She sunk in thirty feet of water, with her weather rail under.

The Br. brig *Fashion*, Binby, of St. John, N. B. from Martinique for Matanzas, in ballast, went ashore on the 28th May, on Ponto Mila, Cuba. She was a total loss.

Brig *Franklin*, Howland, with oil, from New-Bedford for Baltimore, went ashore night the 19th of May, on the South extremity of Block Island, a total loss.

Key West, June 12.

On the 10th inst. the ship Nathaniel Thompson, from New-Orleans for Liverpool, hove too off Sand Key, to land the master and crew taken from the brig *Charles*, Hammond, from New-Orleans for Sagua-la-Grande, Cuba. The C. sprung a leak 26th ult. the day after she left New-Orleans, and sunk two hours after they left her.

POETRY.

Retrospection and Resolution.

BY A SAILOR.

Away; the poisonous drug, no more I'll quaff,
Nor join again the hachanalian song,
No more with wild, or demoniac laugh,
Rush frantic downward, with the drunken throng.

Downwarn! Aye, downward, surely do they tend,

With powers all prostrate, see the drunkard lie;

See him call'd man, through liquor made a fiend,
O'er whom mild virtue, and stern honor sigh.

Bright were my hopes, in manhood's early dawn,
Free from those sorrows which I since have felt;

Nor guilt, nor shame, my bosom then had borne,
Till lured by thee, and at thy shrine I knelt.

Cursed moment! then in quick succession drew
Pale sorrow forth, and stalking in her train,

Remorse, and misery, with a haggard crew,
Who wildly mock the frenzy of the brain.

In fetters strong thou'st drag'd me to the brink
Of guilt's dark flood, and madly forced me in,

Watching beneath the waves to see me sink
As one more victim, darkly dyed in sin.

But hope, bright hope, yet lingering, now appears,

Reaches her hand, and gently draws me forth,
Points to bright scenes, and bids me through her tears,

To follow temperance, peace and truth.

No more the inebriate, tottering you shall see,
But firm in temperance footsteps will I tread,

All sorrow banished, from thy fetters free,
Nor guilt, nor shame my bosom overspread.

Away! No more, with syren arts allure,
Nor strive to win me to another drop,

With promise fair, that this is nectar pure,
I may not, will not, touch the damning cup.

Seamen's Retreat.

Reflection.

BY A SAILOR.

Fain would I the days of my youth recal,
Though chastened with many a pain,
The time on earth's sojourn so small, very small,
I should like to live o'er it again.

Oh, then would I cherish, deep fix'd in my heart,
The counsels a fond mother tendered.

From virtue, I'm sure, I should never depart,
Nor to drink should my soul be surrendered.

But time has flown by, he can never return,
His marks on my brow he has scattered;
The lamp of my life, now dimly doth burn,
To reveal a poor frame that is shattered.

To look back is so painful that memory shrinks
From a task so replete with regret,
And fain would I sever forever those links,
But, alas! I can never forget.

[For the Sailors Magazine.]

To the Sailor.

Sailor! on the heaving ocean,
Borne along by wind and tide,
Far from all thy cherished kindred,
Far from every loved one's side.
Does thy heart ne'er homeward wander,
To the happy days of yore?
Comes there not an anxious longing,
In thy breast to rove no more?

When thy weary watch is ended,
When is closed thy midnight toil,
Do thy thoughts by care made tender,
Wander to thy native soil?
Seest thou not in fancy's picturings,
Visions of thy distant home?
Where thy loved ones, fondly wishing,
Bid thee to their fireside come.

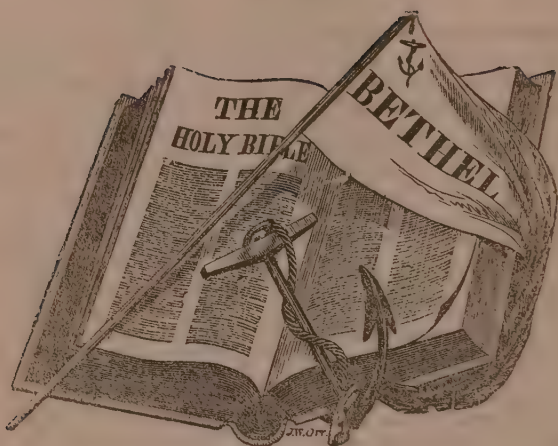
Ah! I see the tear-drops starting
From thine eyes unused to weep,
When the thoughts of friends, long cherished,
Stir their fountains pure and deep.
Danger may not make thee tremble,
Like the quivering now I see,
When the thoughts of home come o'er thee,
Where thy loved ones wait for thee.

There thy father waits to greet thee,
Ever, ever hoping on;
There thy mother, nightly weeping,
Begs of God to spare her son.
Brothers, sisters, long have waited;
Once again to press thy hand,
Sailor! turn thee, turn thee homeward,
Bless once more thy native land.

Sailor! thou has farther wandered,
From thy heavenly Father's home.
Thou hast left thy Great Preserver,
Choosing far away to roam.
Now He waits with arms outstretching,
To receive thy heart once more,
Bids thee anchor thy frail vessel,
On Heaven's blest, unchanging shore.

Sheffield, Conn., May 3d, 1851.

M. J. B.



New York, September, 1851.

American Bethel Operations.

*Rev. T. Stillman, Corr. Secretary
of the American Bethel Society.*

DEAR SIR,—Having spent the past summer in the work among the boatmen, at Rochester and eastward on the Erie Canal, it becomes my privilege to report what has been witnessed of interest during this period, what hindrances have been met, and what progress observed.

In the ordinary labor of visiting the boats, a cordial reception was found, with occasional exceptions. The Bethel Missionary is a well known character on the Canal, his errand is understood, and generally an assent is given to his moral views, if not to the religious considerations which he urges. The boatmen freely enter into conversation with him: they are often well armed, with the current objections to true religion, or evasions of

its practical application to themselves. They receive his tracts and often read them attentively. On many boats a number will be found, carefully preserved. Some minds, especially the younger, the truth seems to reach with force and vividness, while many are grossly vicious, prepared to resist both secretly and openly, all good influences to themselves and others. The Missionary must meet all these shades of character, with a full conviction that the truth of God alone has power to reach effectively the deep depravity of men's hearts. And at the same time his efficiency seems to be increased by extended conversations and close personal appeals, even though a smaller number of individuals should be directly reached than by the presentation of a tract with desultory remarks. In the course of this labor, I distributed about 20,000 pages of tracts.

One great source of evil which I observed, was the liquor traffic prevalent on the Canal. At every lock and station was a grocery, with its poisonous compounds, and its crowd of profligate loungers ready to corrupt the young and unstable, and make the hardened more depraved. In my visits along the line, from Rochester to Clyde, which I traversed four or five times each way, I found only one place where liquor was not freely sold at all the shops frequented by boatmen, and generally in defiance of law. This was at Macedon, where to the honor of the community be it spoken, temperance laws are strictly enforced. With so much temptation, it is not strange that the boatmen were frequently met under the influence of liquor, and even boys were found in the stables disgustingly drunk.

One can but be painfully impressed with the desecration of the Sabbath, as so great an evil in itself, and so great an obstacle to the suppression of the rest. Whether any efforts of ours, except through legislation, will put an end to an evil, so habitual to the men, and having its roots so deep in the interests of their employers, may be doubtful; but we cannot fail to meet its constant influence, in diminishing that regard for God and his law, which we would awaken as the parent of all subordinate virtues.— Were this day regarded, too, many plans of systematic instruction, both for men and boys, which are now impracticable, might be carried into effect. As it is, we were quite successful in maintaining a public service every Sabbath P. M. at half-past five o'clock, at the Exchange St. Bridge, and in securing a good attendance of boatmen, who listened with interest to the plain and faithful preaching of the different pastors of the city.

I frequently met with card-playing and gambling, although I seldom had any difficulty in getting the cards laid aside. On one occasion, having entered a stable, the station-keeper was found taking a

hand with some of the larger boys. But when I introduced my errand, he gathered up the cards with a good deal of shame, and quietly listened with the boys to my remarks on that and other subjects. Some of the boys left the room, while others were induced to come in, and a good impression soon seemed to be made. A disturbance however, purposely created by the boys in the adjoining part of the stable, obliged me to break off sooner than I should have done. I went out, and admonished them, giving a severe reproof to one who was obstinately and profanely violent. I seldom used harshness, but in this case it seemed to be necessary, and had a good effect, by silencing and humbling the offender, and securing the respect of the others. On going out, one of the boys followed me, and entered into a long conversation, telling his circumstances and feelings; he was, like many others, an orphan, and had lately joined the Canal, and had been subjected to a good many trials. I counselled him, and gave him a Testament, on his promise to read it daily, which I found on subsequent inquiry, he had faithfully kept. This was one specimen, not a remarkable one, of stable scenes. On another occasion, having visited one stable, and passing over the bridge to ascend, I was met by the boys rushing past me with the most outrageous profanity. This they had been incited to by boys who had left the other stable while I was there. I managed to stop one or two, and soon the others came back to see what I was saying to them. With some severe remarks, and some personal appeals, their attention was soon gained, and some of them appeared heartily ashamed of their conduct. A few repetitions of such visits greatly changed the character of their reception.

These boys are susceptible enough of good influences, though many of them are grossly wicked. Their neglected condition is greatly to be pitied. It is time that all the

care that is shewn them should not be from the Missionary alone.— Their employers should feel the responsibility which attaches to that relation, and exercise a careful attention towards their moral and physical welfare. In the Packet Lines and especially in the Merchant's Line, such an attention appears to be shown; and doubtless the proprietors find it for their interest in the greater trustiness and activity of their boys.

In taking leave of this work, after the second season spent in its duties, I would express my sense of the kindness of the friends of the cause along the line of my operations. And so far as my observation goes, I can assure them that the Society's influence on the Canal is progressing; that their work is a great and a good one; and that as the Gospel of Christ is the only remedy for perishing sinners every where, so here it is practically experienced by the Missionary that its application is the only influence which can save the multitude of active, manly youth, whom the strong tide of moral corruption upon our inland waters is sweeping away.

SERENO E. BISHOP.

Auburn Theol. Sem., Nov. 1850.

—♦—
An Extract from the Report of
Mr. A. Hartpence, Missionary
of the Western Seaman's
Union.

"When a pebble is cast into the bosom of a calm and placid lake, should one the next moment report the number and circumference of the undulations produced, either would seem scarcely worthy of notice. While a few small waves of moral influence are just beginning to roll towards the distant shores of eternity, I present the Society, and the world a brief report. It consists of an outline of my summer's labors; the moral aspect of the field, and a few reflections derived from experience, as

Bethel Missionary on the Wabash and Erie Canal

Lafayette being the Emporium of Wabash Valley, and visited by thousands of boatmen annually, I commenced Bethel labors here.

The first sabbath after I entered the field, having visited all the boats in port, and having personally invited most of the men to hear me, I appointed a meeting to be held in a warehouse most convenient for the purpose of public worship. It was time to meet, but there was no audience. The cabin, the grocery, and exchange had more attractions for the impenitent throng, than the services of religion.

And again I visited the boats, and having secured the co-operation of a lad who seemed willing to assist in collecting an audience, after personal invitations, about fifteen or twenty assembled to hear the Bethel Missionary. Soon after I commenced speaking, others induced by curiosity and various motives, came to attend this new style of religious service. All observed a good degree of order, but one, who was intoxicated. After preaching I talked with him. Said he, "you had your meeting too late.—I got drunk early to-day, but if you will promise to preach here again on next Sunday, I will stay sober and come to hear you." "Well," said I, "keep sober, come, and bring all you can." I met him two or three times in the week, spoke to him kindly, and passed along. The next Sabbath, a few minutes before time to meet, I went the the Exchange, and sitting at the door I found this man sensible and sober. "Well, my friend, how do you do to-day?" Said he, "O I git along fine,—gist got here,—walked *four miles* to hear you preach." "I am truly glad, my friend, to see you here sober, and ready to attend preaching this afternoon." "Have seats been arranged in 'our Church?" "I didn't know," said he, "I've gist come; but show me the place, and I'll go and fix 'em." "Come on," said I;—away to the warehouse we went, and having

rolled some salt barrels in order, and placed plank across them, we had quite a commodious 'sanctuary.' Be sure our pews were not numbered and cushioned in regular city style; but our manner of assembling was more like "When Jesus was passed over again by ship unto the other side, much people gathered unto him; and he was nigh unto the sea." But this man who was drunk at our first meeting, now seated close in front of the speaker, listened attentively for near an hour, while we urged,— "Remember the Sabbath day to keep it holy; and after the audience was dismissed, he assisted in replacing the salt barrels and plank; and though his eyes were still crimson as the sunset sky by his former dissipation, he was most emphatically my 'Elder,' at least 'pro tem.' I have seen him often since apparently sober, and "*diligent in business*" which is of considerable importance since about half a man's depravity consists in *contemptible laziness*.

At the close of our third meeting, one of the audience came to me, and taking me by the hand, asked, "when will you preach here again?" I told him. Said he, "if God spares me till then, I will attend the meeting." But I must not stop to detail facts and incidents of this kind, which every Missionary will meet, if faithful in his labors for the spiritual welfare of these neglected thousands. Many such might be noticed, but these may suffice to show how I commenced, and how willing these men are to be blessed with the Sabbath, the gospel, and the means of grace. The audience increased rapidly from Sabbath to Sabbath, and in same proportion did order and religious decorum.

While in Lafayette, I employed my time in passing along the landing two or three times a day, distributing Bibles, Testaments, and Tracts, with religious conversation, warnings, counsels, as duty to various minds seemed to demand, and in preaching at 4 o'clock on the Sabbath. I distributed, chiefly at

Lafayette, 50 Bibles, 80 Testaments and about 13,500 pages of Tracts. And is any good done? A citizen of that place,—one who mingles much with boatmen, and knows their moral condition well,—said: "I can see the influence of these Bethel operations on these men already." Yes, these Bibles, and Tracts, and religious conversations, and plain preaching on the Sabbath, attended by the power of God's Spirit, will produce a change in the lives and conduct even of *boatmen*."

Canton Chaplaincy.

Floating Bethel, Whampoa,
May 24th, 1851.

REV. & DEAR SIR.—I hasten to improve the first opportunity of informing you of my safe arrival to this far off field of my contemplated work. Would have sent you my first communication from sea, had we spoken any homeward bound vessel. Will only say, here the Lord was with us for good; favoring us with pleasant skies, and, for the most part, propitious winds. The weather was such as to admit of our holding Divine Service for nearly all the Sabbaths we were out. These were days of grateful remembrance. I had always fancied much of moral sublimity in a Sabbath at sea, but found that this common conjecture is alone realized by the devout seaman. Shall not soon forget my feelings, when for the first time I stood upon our ship's deck to speak in honor of Christ. As I looked out upon the dark blue ocean, the delightful quiet of that holy morning seemed to awaken aspirations my heart never before realized. Our ship's crew consisted of twenty-five men, with whom I had liberty to converse a certain part of every day. I always found them not only willing but glad to listen to the word of life, and to receive what tracts and Bibles I had to distribute amongst them. Was greatly encouraged to labor for the salvation of this class of men. In an interview gained

with one of the most weather beaten sailors on board, some six weeks from New York, having introduced the subject of salvation to his attention, he remarked, after some little hesitancy, "that amid all the dangers incident to a life of ten years at sea, he had always found great consolation in one reflection, Said he, "My mother," and here his lip quivered, and his eyes filled with tears. At length he continued, "The last words I ever heard from her lips when I left her for my first voyage at sea, were, "John, don't fail to meet me in heaven." Though since that time I have indulged in all manner of iniquity, and am to day a most miserable sinner, yet, can never forget that last request." I gladly embraced the opportunity of telling him what remained to be done on his part that his prayer might be answered. I besought him to believe immediately on the Lord Jesus Christ and be saved. I delight to bear his case to the mercy seat, and believe when the Lord shall write up the people, he shall be found among salvations heirs. On the 12th of March we were anchored in the pleasant harbor of Shenghae. I here made the acquaintance of Dr. Bridgemen and his excellent lady, by whom I was most hospitably entertained. The next week after we set sail for Canton, and were blest with a favorable passage down the coast, and on the last day of the month arrived at the place of my final destination. Found the chaplaincy had been supplied during the few Sabbaths of brother Loomis absence by the missionaries from Canton. The Seamens' Bethel at Whampoa, my new home, you have heard described. Allow me in addition to say, here I find every needed convenience for a place of worship, and a comfortable residence. Last Sabbath our chapel was well filled, and most signally did I realise the presence and assistance of the Holy Spirit while I attempted to speak in favor of the cross. This is the season when

many a poor sailor in this far off port falls a victim to the prevailing disease of the climate and many a sudden death. Before service on last Lord's day, I was called to attend the burial of one who had been sick but a few hours. This solemn occasion I improved by recommending Christ to all present as the only hope and consolation in the dying hour, and the only preparation for life everlasting. The number of ships at present is unusually small, but as the season of new teas is just at hand, we are even now expecting our number greatly increased. Begging a kind remembrance to the members of your Society, and an interest in their prayers,

I am truly yours,

EDWARD H. HABLOW.

A Sailor's Friend has Fallen.

It is with unfeigned sorrow that we announce the sudden death of CAPT. EDWARD WHITING, of Norwich, Conn. He was a native of that city, born September 1, 1777, and had nearly completed his seventy-fourth year. Most of his active life, previous to the year 1820, he was engaged in navigation, commanding vessels in the Mediterranean trade. His nautical skill, firmness and judgment, fitted him pre-eminently for the service, which during the long period of twenty-seven years, he followed with much success.

He left this service before much had been attempted for the improvement of the condition of seamen, and from the generous impulses of his nature, he entered cordially into the plans of the American Seamen's Friend Society, and has ever been one of its most efficient and reliable supporters. The sobriety and order which

reigned on ship-board when he was in command, was much in advance of the times. This will appear from the following extract from the journal of a passenger, who sailed with him on a voyage to Trieste, in 1819, in which is found the following entry :—

“November 28, Sunday.—Everything is calm and quiet, I never passed a Sabbath better; my mind all the time composed and religiously engaged. How different from what I had anticipated on board a ship. We are not disturbed by noise or profane swearing. No unnecessary work is done by the sailors; and each one is furnished with a religious tract to read. Swearing, the characteristic sin of a sailor, is never heard on board this ship, and it is a pleasure to observe the order and arrangement with which everything is managed.”

Notices, occasionally penned in the journal of his voyages, indicate the dominant influence of high moral sentiment, and a firm conviction of the reality of the controlling providence of God. On occasion of the loss of the second mate of the ship, who fell overboard from the main-top, we find the following entry appended to the record of the sad disaster :—“Thus in the midst of life we are in death. May those of us remaining be prepared for this solemn and awful change. He was a young man of exemplary morals and conduct, amiable in disposition, and ever solicitous to do anything in his power to promote the interest of his employers, and particularly to please and give satisfaction to his commander.” The name of this young man was Benjamin F. Hillard.

Relinquishing the life and toils of the sea, Capt. Whiting settled permanently in his native city, where he has passed the last thirty years of his life amidst friends, whose confidence and affection he shared. The responsible trusts committed to him from time to time, show the

high estimation in which he has been held by his fellow citizens. He united by profession with the Second Congregational Church, now under the pastoral charge of Rev. Dr. Bond, in the year 1830. In him the church has had a steadfast, consistent member—the weekly religious meeting a constant attendant—the community an upright and valuable citizen.

Of the benevolent enterprises of the day which he patronised no one seemed to share so strongly in his sympathies as that which aims at the moral elevation of seamen. By giving circulation to the Sailor's Magazine, by procuring and communicating intelligence on the subject, by annual solicitations among his fellow-citizens for pecuniary aid to this noble cause, and by a warm hospitality and hearty co-operation with the officers of the Society, he has for many years rendered most valuable services to the Institution, which he loved in life, and has not forgotten in death.

When such a friend and helper is removed from us, we may well mourn, not for him, but for ourselves, and for our fellow-men, “who go down into the sea in ships.” This memorial we record on the pages of our Magazine, in testimony of our affectionate and grateful remembrance of our much lamented fellow-laborer in this good cause. His departure was sudden. He rose, as usual, on Monday, July 14, took his breakfast, attended the business meeting of a corporation, of which he was president, tendered his resignation of the office, passed thence to Norwich Bank, on entering the door of which he fell, and instantly expired. But he was ripe for heaven. The voyage of life has ended abruptly with him, but we feel assured he has entered the haven of everlasting rest.

Wisdom and virtue make the poor rich, and the rich honorable.

Never complain of being ill-used.

Sailor's Magazine.

This number being the first of a new Volume, we should be most happy to receive a large accession to our list of subscribers, either directly from the friends of the cause, or through our agents. Many a widowed mother or affectionate wife, who has a son or husband on the far off sea, would gladly peruse its pages, who are deprived of this privilege for the want of means. Who will send it to such?

Account of Monneys.

From July 15th to August 15th, 1851.

Directors for Life by the Payment of Fifty Dollars.

Rev Joseph M'Carrell, Newburg, N Y,	
by a friend, (amt. ackn'd below.)	
John B Farrington, Newburg, N Y,	
by a friend, (amt. ackn'd below)	
Rev Thomas Bevrige, do, do,	
Rev Thomas T Farrington, Salem, N Y,	
by do,	
Rev Robert Turnbull, by First Bapt.	
Ch., Hartford, Ct, (in part.)	\$32 75
Rev John M Murdock by Second, do,	50 00
Dr. Thomas Ritter, N Y, (balance)	25 00

Members for Life by the Payment of Twenty Dollars.

Mrs W S Williams, by Second Bapt Ch,	
Hartford, Ct, (in part)	\$10 00
Samuel Page, by Cong'l Society, Har-	
verhill, N H,	20 00
Rev E H Greely, do do, (balance)	9 00
Jeremiah Haines, by Pres Ch, Bridge-	
hamton, N Y,	27 63
Rev Thomas Baiubridge, by Meth Epis	
Ch, Harlem, N Y,	20 00
Rev S Howland, by Meth Epis Ch, Ja-	
maica, L I (in part)	8 30
Giles L Isham, N Y, by Giles Isham,	
Malden, N Y, [amt, ackn'd below,]	
Asa B Kellog, Malden, N Y, by E & D	
Bigelow, [amt, ackn'd below]	
Rev J B Alliger, by Ref'd Dutch Ch,	
Jamaica, L I,	30 50
Rev Henry H Rouse, by Bethesda Bapt	
Ch, Stamford, Ct, for support of F O	
Nelson,	25 00
Edward P Grosvenor, by Ladies Bethel	
Soc'y, Newbury Port, Mass [amount	
ackn'd below,]	
Horace Fairbanks, St Johnsbury, Vt.,	
(amt ackn'd below.)	
Rufus Mason, by Ch & Soc'y, Sullivan,	
N H,	20 00
Rev John C Paine of Gardiner,	
Capt Josiah Richardson, Shrewsbury,	
Mass, by Friends	20 00
Calvin Perry, do, do,	20 00
Henry H Brigham, by Cong'l Soc'y,	
Boylston, Mass	20 00
Capt T G Mitchell, Yarmouth, Me,	20 00

Donations.

From Albert Wells, Peekskill, N Y,	5 00
" A Strong of Woodburne, N Y,	1 00
" Rev G T Todd, City N Y,	4 00

" First Associate Ref'd Ch & Con-	
gregation, Newburg, N Y,	89 30
" Second do do	156 75
" Pres Ch Valatie, N Y,	10 25
" Central Ch, Hartford, Ct,	248 33
" Fourth Cong'l Society	28 38
" A Friend in Dunstable, Mass,	20 00
" Miss Lewis, N Y,	3 00
" A Well Wisher	75
" A Friend in Clinton, Ct.	2 00
" Pres Ch, Harlem N Y,	30 00
" J L Motr, Mott Haven	5 00
" Pres Ch, Southampton, L I,	34 83
" James C Baldwin, Bloomfield,	
N J,	3 00
" Pres Ch, Malden, N Y,	66 29
" First Cong'l Soc'y, Litchfield, Ct	66 25
" Ref'd Dutch Ch, Middlebush,	
N J,	25 00
" First Cong'l Society, Stamford,	
Ct.	59 66
" Cong'l Soc'y, Lee, Mass	27 78
" By Express	9 83
" Cong'l Soc'y, Southington-Ct	18 00
" Mrs C Brown, Newburg, N Y,	50
" North Ch & Soc'y, Hartford, Ct,	
[balance]	47 79
" Second Cong'l Soc'y, St. Johns-	
bury, Vt,	74 40
" Paxton, Mass,	11 25
" Orthodox Cong'n Hopkinton,	
Mass,	17 85
" Meth Epis Ch,	19 00
" First Ch & Soc'y, Westminster,	26 50
" Gilseum " " N H,	4 00
" First Ch & Soc'y, W Boylston,	
Mass,	35 00
" Ladies of First Cong'l Society,	
Gardiner,	10 00
" Rev Mr Gales' Soc'y, Rockport,	25 00
" Benev Soc'y, Enfield, Mass,	100 00
" Second Church, Milbury, Mass,	11 06
" Faculty and Students of Amherst	
College,	12 00
" Central Ch Fall River,	57 52
" South Cong'l Soc'y, Concord,	
N H,	13 00
" Cong'l Soc'y, Rutland, Vt,	9 00
" Union Church, Worcester, Mass,	56 35
" Henry Talcott, Portland, Ct,	3 00

Legacies.

Late Mrs Mahala Hubbard of Holden,	
Mass, by stillman Hubbard,	9 07
Colored Sailor's Home N. Y.	
Ladies' Bethel Soc'y, Newbury Port,	
Mass,	20 00
A Little Girl, aged 9 years, of Hart-	
ford, Ct. one quilt.	

\$1,854 90

Sailor's Home, N. Y.

An old lady aged 90 years, Suffield, Ct, 2 pair Socks.

Collected in Philadelphia, by Rev. Edward H., May up to June 15th, 1851.

Rev Dr Boardman's Pres Ch, [previ-	
ously ackn'd \$50 in addition,]	\$104 25
First Ref'd Dutch Ch, [previously	
ackn'd \$26 50 in addition,]	55 00
Ref'd German Church,	30 23
Washington Brown,	5 00
Alexander Fullerton,	5 00
Charles Desaque,	5 00
Miss Shippen,	5 00
Sundry Individuals,	25 00

\$237 48